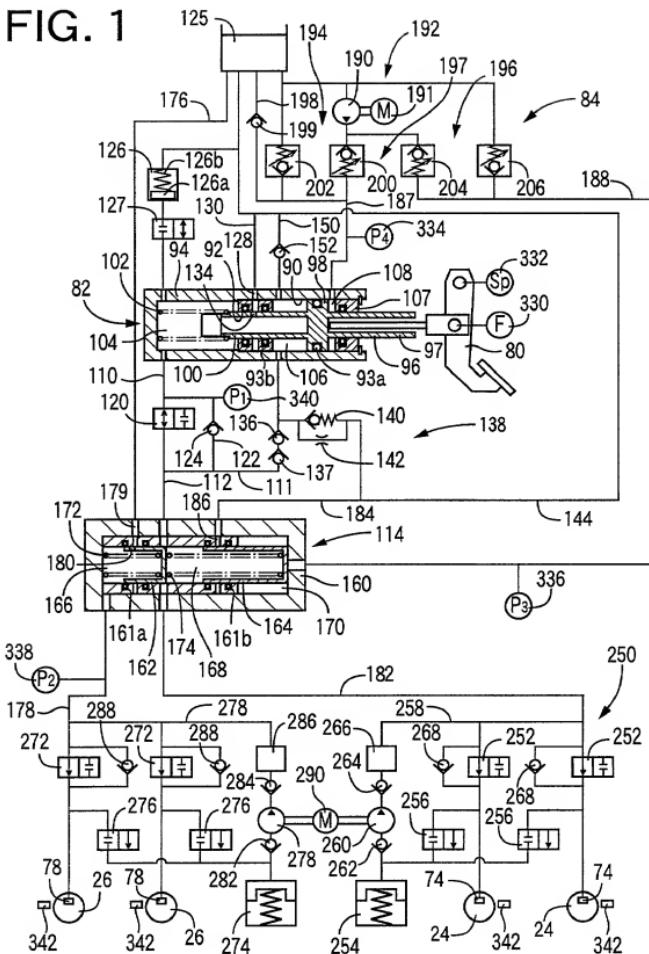
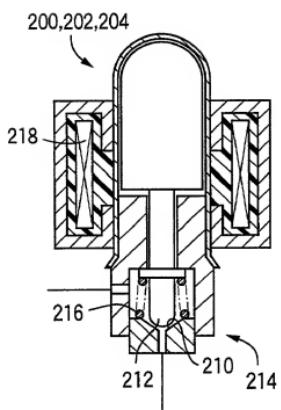


FIG. 1



**FIG. 2A**



**FIG. 2B**

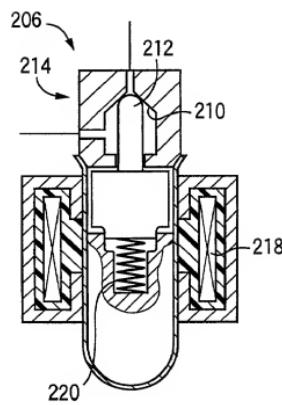


FIG. 3

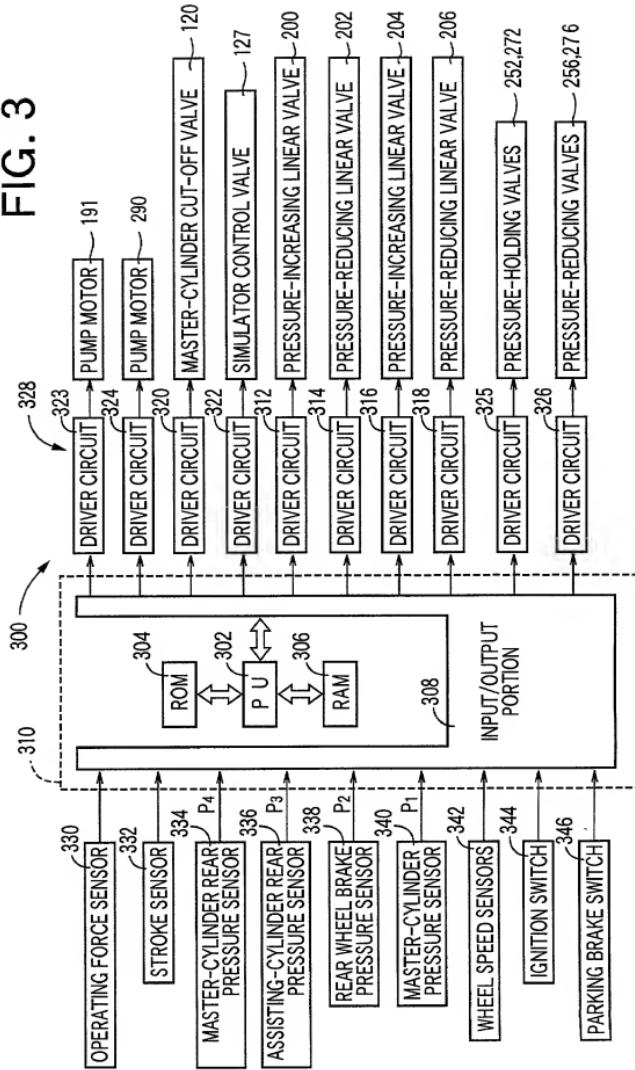


FIG. 4

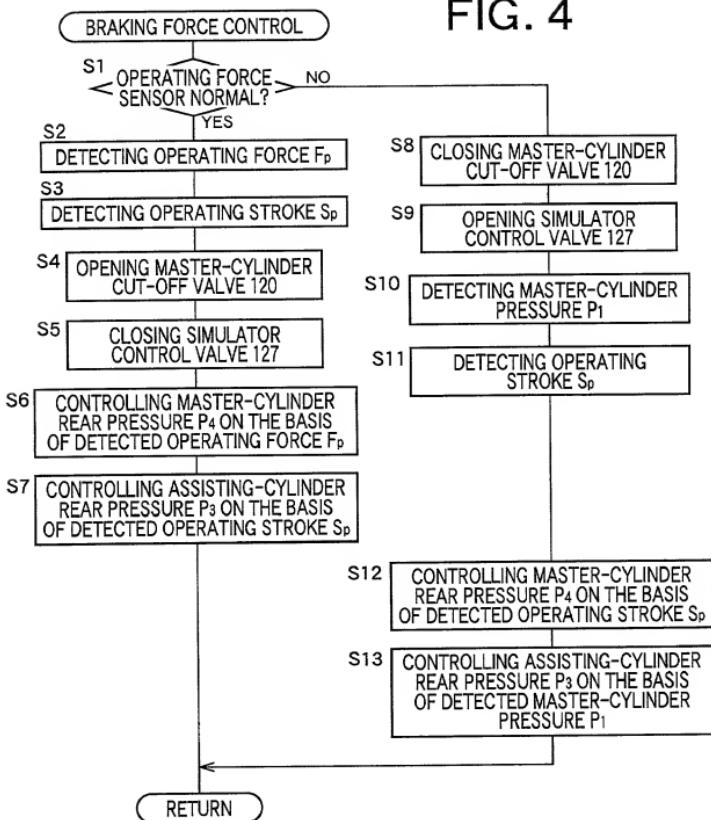


FIG. 5

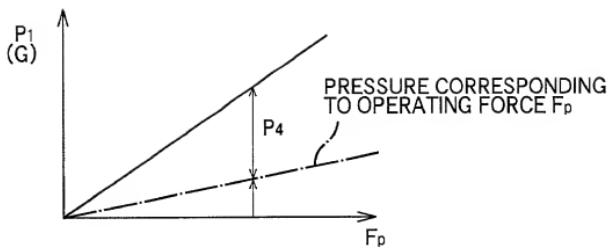
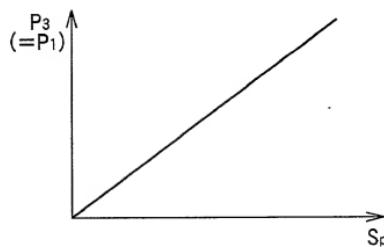
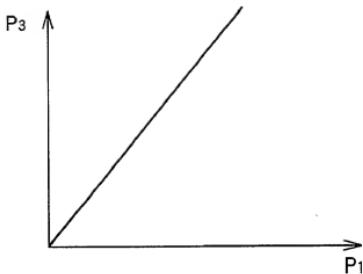


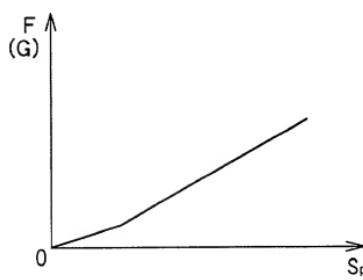
FIG. 6



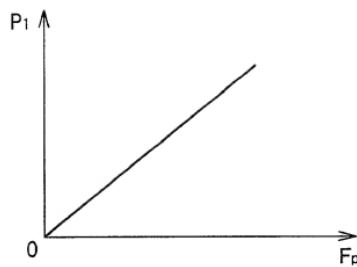
**FIG. 7**



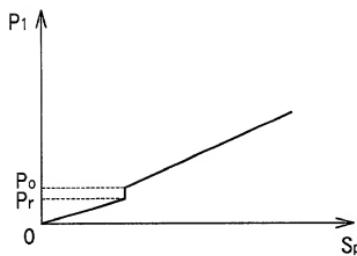
**FIG. 8**



**FIG. 9**



**FIG. 10**



**FIG. 11**

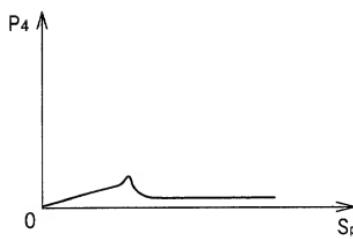


FIG. 12

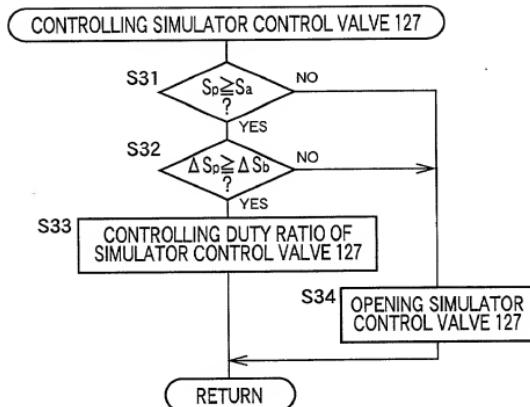


FIG. 13

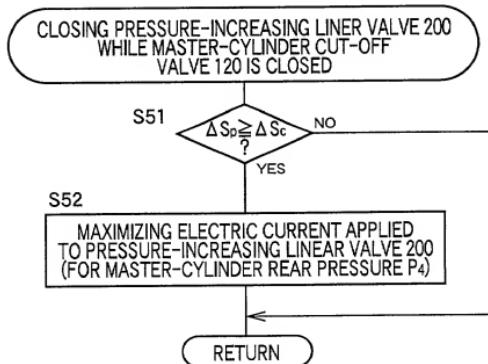


FIG. 14

COMPUTER CONTROLLED  
ANTI-LOCK BRAKE SYSTEM

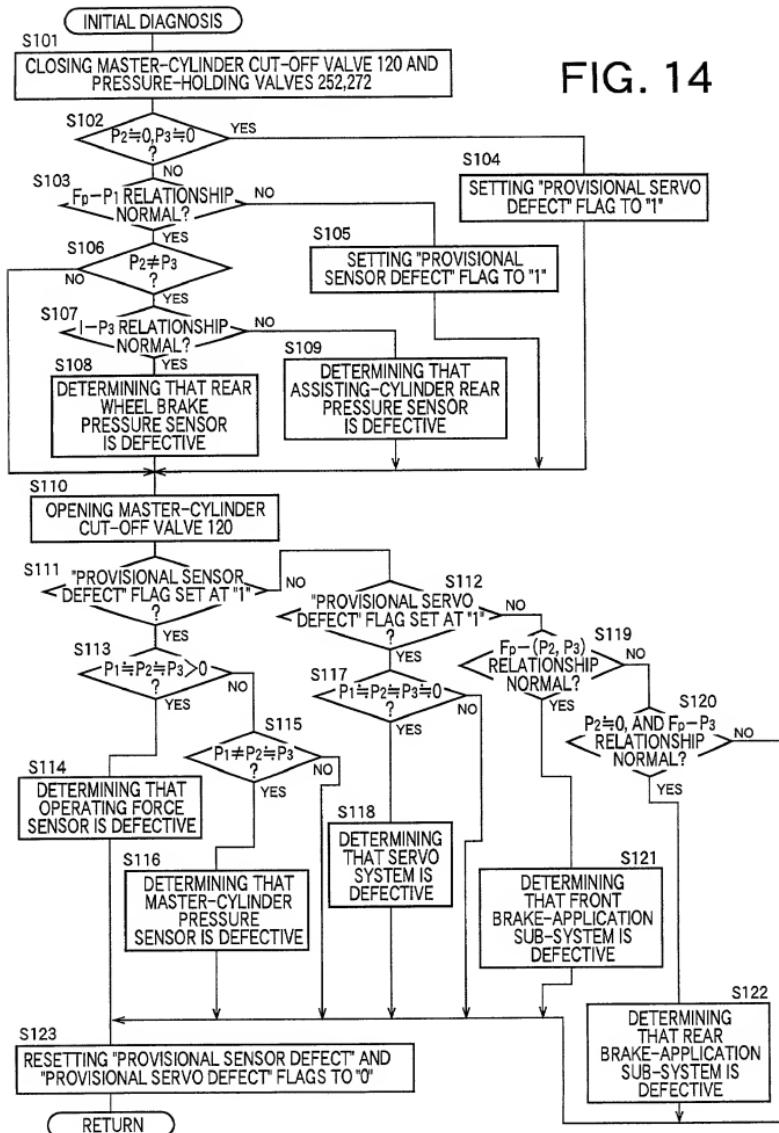


FIG. 15

MASTER-CYLINDER CUT-OFF VALVE 120		ELEMENTS DETERMINED TO BE DEFECTIVE
IN CLOSED STATE	IN OPEN STATE	
$P_2, P_3 \approx 0$	$P_1, P_2, P_3 \approx 0$	DEFECTIVE SERVO SYSTEM
ABNORMAL $F_P \cdot P_1$ RELATIONSHIP	$P_1 = P_2 = P_3$	DEFECTIVE OPERATING- FORCE SENSOR 330
ABNORMAL $F_P \cdot P_1$ RELATIONSHIP	$P_1 \neq P_2 = P_3$	DEFECTIVE MASTER- CYLINDER PRESSURE SENSOR 340
$P_2 \neq P_3$ , AND NORMAL $F_P \cdot P_3$ RELATIONSHIP	$(P_1 \neq P_2)$	DEFECTIVE REAR WHEEL BRAKE PRESSURE SENSOR 338
	$P_1 \approx 0$ , AND NORMAL $F_P \cdot P_2, P_3$ RELATIONSHIP	DEFECTIVE FRONT SUB- SYSTEM
	$P_2 \approx 0$ , AND NORMAL $F_P \cdot P_3$ RELATIONSHIP	DEFECTIVE REAR SUB- SYSTEM

FIG. 16

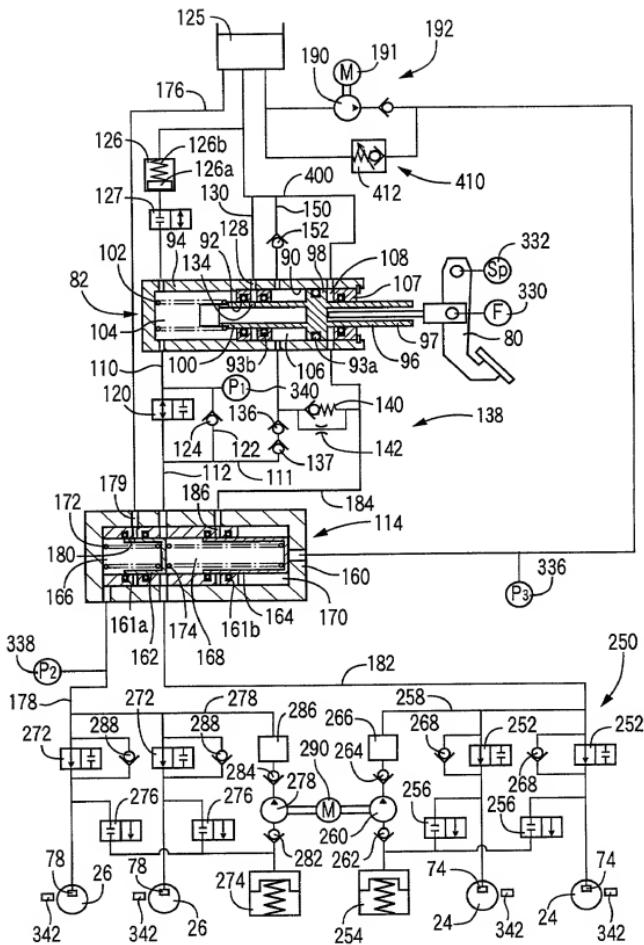


FIG. 17

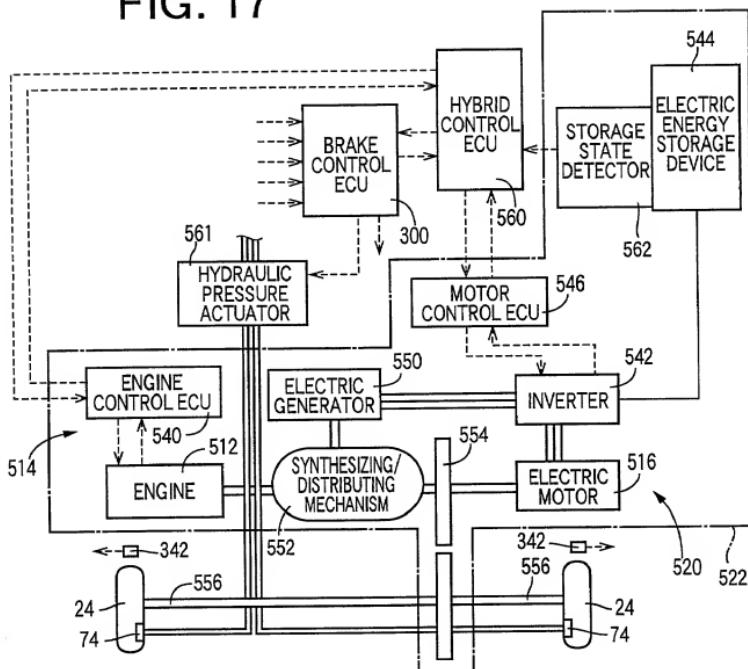
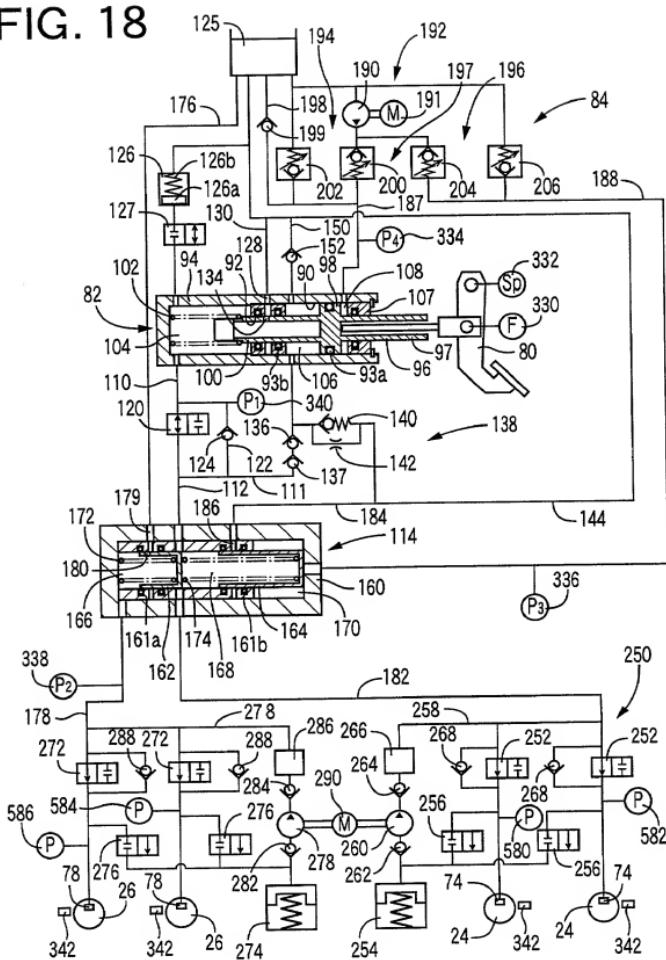


FIG. 18



**FIG. 19**

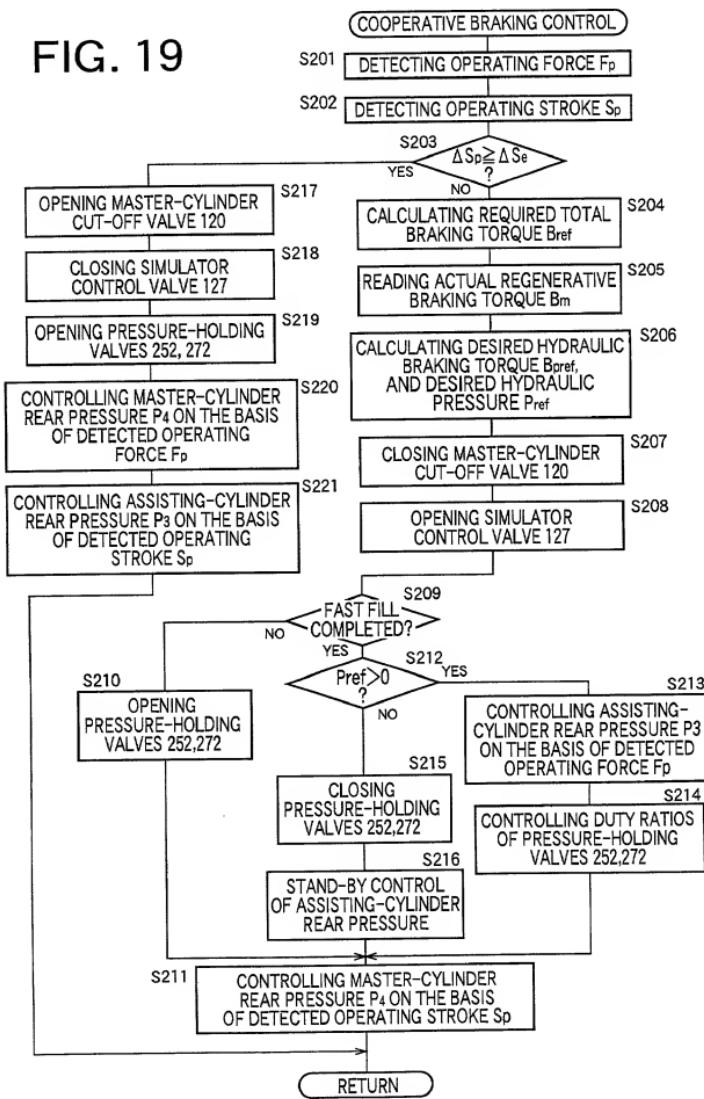


FIG. 20

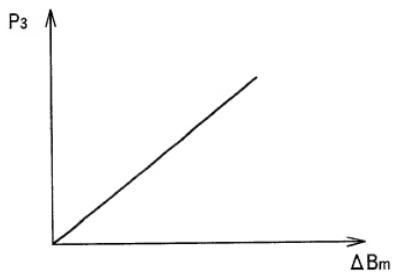


FIG. 21

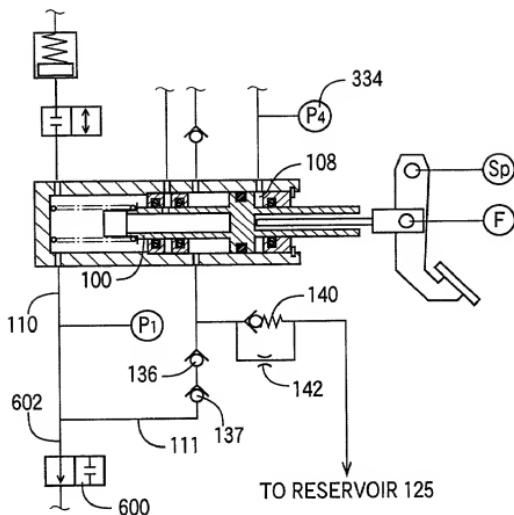
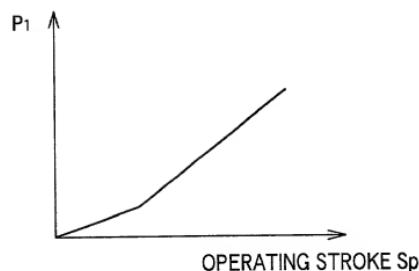


FIG. 22

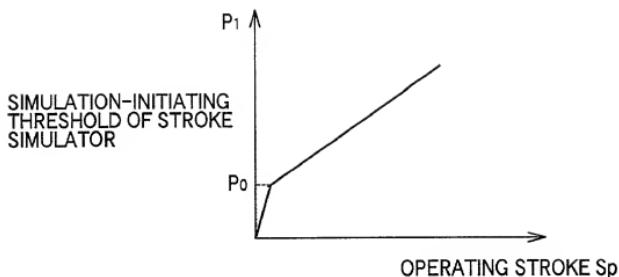


FIGURE 22 = FIGURE 23

FIG. 23



**FIG. 24**



**FIG. 25**

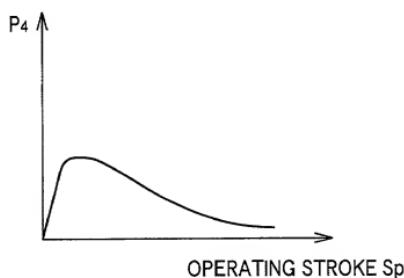


FIG. 26

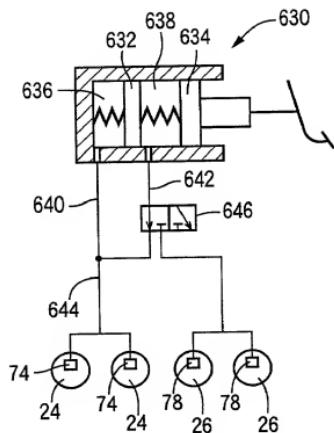
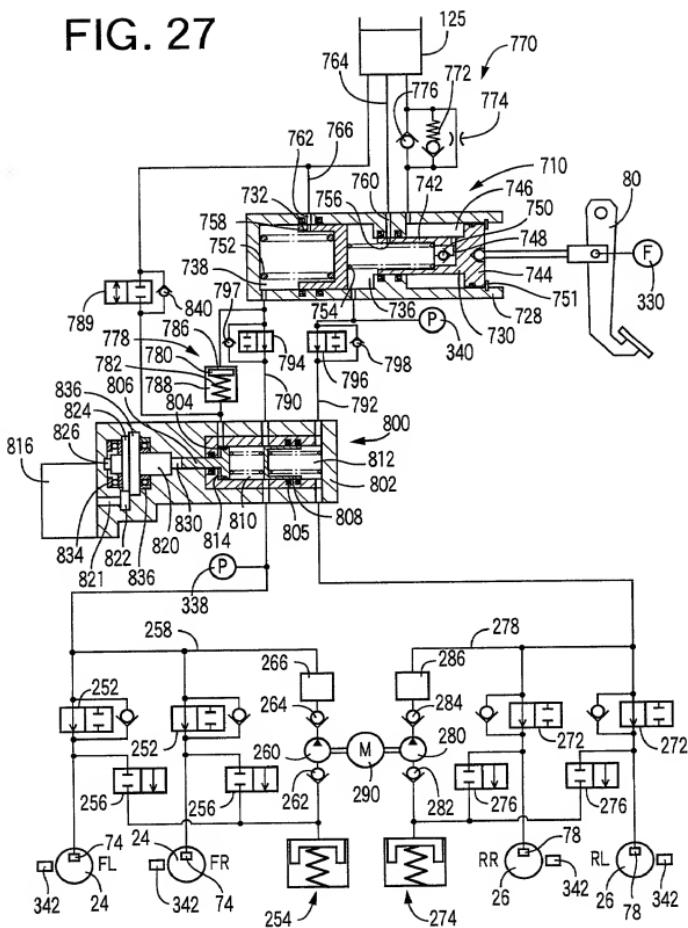


FIG. 27



**FIG. 28**

